

**REPORT**

OF THE

**BOARD OF MANAGERS**

OF THE

**Lehigh Coal and Navigation Company,**

TO

**THE STOCKHOLDERS.**

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*JANUARY* 13, 1834.

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**Philadelphia:**

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**1834.**



At an election held on the 13th of January 1834, the following named persons were chosen officers of THE LEHIGH COAL AND NAVIGATION COMPANY for the ensuing year: viz.

*President,*

Joseph Watson.

*Managers,*

Josiah White,	John Cook,
Erskine Hazard,	George Peterson,
Timothy Abbott,	Jonathan K. Hassinger,
Thomas Earp,	Evans Rogers,
Ephraim Haines,	John M <sup>c</sup> Allister.

*Treasurer,*

Otis Ammidon.

EDWIN WALTER,

*Secretary.*

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**REPORT**  
**OF**  
**THE BOARD OF MANAGERS.**

THE Managers of The Lehigh Coal and Navigation Company present to the Stockholders the following as their Annual Report:

A very great improvement has been experienced in the condition of the Delaware division of the Pennsylvania Canal, during the past season. Our business upon it commenced on the 25th of March, with boats carrying from 40 to 45 tons, and closed on the 15th of December, with a boat loaded with 60 tons of coal. It was, however, interrupted in the course of the season for seventy-six days, and, in consequence, it became necessary to unload 24,000 tons of coal at South Easton, and 2,645 tons in the



neighbourhood of New Hope, which has since been brought down.

The breaches which caused the interruptions were thoroughly repaired, and many parts of the Canal have been much strengthened. The whole line is now in such a situation that but little delay from casualties is anticipated for the future, and the Canal Commissioners are contemplating the construction of a feeder at Black's Eddy, which, besides removing the necessity of so strong a current from the Lehigh to supply the Canal, will enable the lock tenders to keep the lower levels to the proper height with more certainty, and thus admit of heavier lading on the boats. Under these circumstances, the Managers believe it will never again be necessary to resort to the old method of bringing down the coal in box boats or arks, by the channels of the Delaware river.

The whole quantity of coal taken from the mines in 1833, was 124,508 tons, of which 122,928 tons were shipped from Mauch Chunk, being nearly 50,000 tons more than

the shipments of 1832. In the early part of the season, before the Delaware Canal was in complete order, about 7,000 tons were sent down in arks; and, of the balance, carried to market in canal boats, 91,824 tons were transported on the Delaware Canal, on which the Company have paid to the commonwealth toll amounting to \$31,941.68.

The freight of the coal has exceeded the estimate, in consequence of the use of arks in the early part of the season, the low average of the cargoes in the boats, and their detention by the interruptions of the Delaware Canal; but, from the improved state of that Canal, and other increased facilities for transacting business, we anticipate a material reduction in the cost of our coal for the future.

The Lehigh Navigation continues to fulfil our anticipations of its capability and permanency. The following is a list of the freight which has been transported on it during the past season, viz.

					Tons.	cwt.
Coal,	-	-	-	-	122,928	0
Grain,	-	-	-	-	1,206	0
Flour,	-	-	-	-	3,473	10
Salt,	-	-	-	-	395	2
Salt Fish, Beef and Pork,	-				326	10
Other Provisions,	-			-	95	1
Beer, Porter and Cider,	-					12
Whiskey,	-	-	-	-	357	9
Hay and Straw,	-		-		64	9
Lumber,	-	-	-	-	3,850	15
Cord Wood,	-		-		2,429	0
Bricks,	-	-	-	-	279	2
Slate,	-	-	-		387	15
Lime and Limestone,				-	3,482	10
Other Stone, Sand and Plaster,					1,335	16
Iron,	-	-	-	-	413	14
Iron Ore,	-	-	-	-	1,047	5
Pitch, Tar and Rosin,				-	5	14
Merchandise,	-		-		730	12
					<hr/>	
					Total,	142,808 16
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The total amount of tolls received on the Lehigh Navigation, exclusive of coal carried on the Company's account, was \$21,653.56.

The Rail Road to the Room Run Mines has been completed, and, it is thought, will bear a comparison with any other work of a similar kind that has been constructed. There have been transported on it from those mines, during the past year, 21,000 tons of coal.

Contracts for mining coal at the old mines, and at the new mines at Room Run, and delivering it on board the boats at Mauch Chunk, have already been entered into for the ensuing season.

Mauch Chunk, Nesquehoning and South Easton have been much improved. On most of the lots which have been disposed of in those places by the Company, to individuals, houses, stores or mills have been already built or will be erected during the present year. Numerous applications continue to be received for other lots. The increase of population in these thriving towns will eventually add much to the trade on the Lehigh and Delaware Canals, and must

speedily attract business from the Susquehannah, even under the present circumstances of the country. But the proposed connexions between the Susquehannah and the Lehigh, by the Nescopee Canal and by the Wilkesbarre Rail Road, are the only means by which the trade of the North and West Branches can be made tributary to the Lehigh and Delaware Canals.

The Delaware and Raritan Canal, we are informed, is nearly completed, and is expected to be opened for navigation in the ensuing summer. This will extend the market for coal in New Jersey, and, as it is capable of passing sloops, will increase our facilities for transportation to the northern and eastern states.

The Morris Canal is improving in strength, and has met with comparatively few casualties during the past season. The quantity of coal from the Lehigh, transported by it in 1833, was about 13,000 tons, and an increased demand upon that route may be confidently anticipated this year.

An additional wharf and yard have been

procured by the Company in the Northern Liberties, for the sale and shipment of coal; and another establishment is in preparation, and will soon be occupied for the same purposes, in Southwark.

For information respecting the profits of the Company, and the cash transactions of the past year, the Stockholders are referred to the Report of the Dividend Committee, and the Treasurer's Account, which will be laid before the meeting.

By order of the Board of Managers,  
JOSEPH WATSON,  
*President.*

*Philadelphia,*  
*January 13, 1834.*

